U.S. Department of Transportation, Research and Special Programs Administration (RSPA), Office of Contracts and Procurement, DMA-30, 400 7th Street, SW, Room 7104, Washington, DC 20590

Transportation Worker Identification Credential (TWIC) System

DTRS56-02-BAA-0005, due June 30, 2003, POC Warren D. Osterberg, Contracting Officer, Phone: 202-366-6942, Fax: 202-366-7974, E-mail: warren.osterberg@rspa.dot.gov

CONTRACT INFORMATION: The U.S. Department of Transportation (DOT), Research and Special Programs Administration (RSPA) is soliciting information and descriptions (White Papers) not to exceed five pages in length per project, on a technical product activity addressing areas of interest described in the **SCOPE** section of this Broad Agency Announcement (BAA). White Papers must include a cover letter (not part of the five page limit) with the offeror's contact information: point of contact, telephone number, fax number, and e-mail address, followed by not more than five pages summarizing the proposed concept or project; an outline of the principle of operation; anticipated results and/or products; uniqueness; and a description of the product's potential for application to the Transportation Worker Identification Credential (TWIC) System.

SPECIAL NOTE: This will be an open announcement for one year and will close on June 30, 2003, unless otherwise amended. RSPA, in coordination with the Transportation Security Administration (TSA), will conduct periodic technical reviews of White Papers received about once every quarter during the year.

BACKGROUND INFORMATION: The DOT Credential Project Office is currently establishing a standardized Transportation Worker Identification Credential (TWIC) system consisting of an electronic personal card or similar device that will positively identify transportation workers (to include government workers, contractors, and private sector employees) who require unescorted physical and logical access to secure areas and functions of the transportation system. The functional objective of the TWIC is to provide one standardized, common credential, supported by a single integrated and secure network of databases, to manage transportation worker access into secure transportation areas and operations. The TWIC architecture was briefed to vendors on April 29, 2002 in Washington, DC. A copy of the briefing, "Credentialing Project Technical Architecture," a listing of Initial Questions, Answers, and Definitions, and other information regarding the program is available on the TSA website www.tsa.dot.gov/workingwithtsa/stakeholders.shtm.

DOT plans to design, field test, and deploy an operational TWIC system with supporting infrastructure for all transportation workers across all transportation modes. DOT intends to achieve TWIC implementation in two phases. Phase 1, currently ongoing, uses well known, fixed technology components and follows General Services Administration (GSA) specifications. The primary goal of the Phase 1 is to establish a standardized credential, architecture, and supporting infrastructure using the GSA Government Smart Card-Interoperability Specification (GSC-IS). The procurement vehicle for the first phase, the GSA

Smart Card Contract (officially known as the Smart Access Common ID contract), was awarded in May 2000 and is not part of this Broad Agency Announcement. It is a multiple award, indefinite delivery/indefinite quantity contract with five (5) vendors currently providing standard products and services. This contract provides Federal Departments and Agencies with an easy-to-use procurement vehicle for ordering smart card supplies and services. Further detailed information about the GSA Smart Card Contract is available on the GSA website, www.gsa.gov/smartcards or by contacting the GSA Smart Card Team at telephone (202) 208-3055, or e-mail: smartcardteam@gsa.gov. Also, additional information regarding the GSA Smart Card Program is available on the following website: www.egov.gov/smartgov/smart_card.htm.

GOAL: This announcement applies to the second phase, which will be carried out concurrently with and independently of Phase 1. This BAA solicits White Papers on new or innovative methods, processes, and technologies (not available thru Phase 1, GSA Schedule purchases) that could be applied to the TWIC system and architecture through products, information systems, and/or business practices and systems management for concurrently upgrading and advancing Phase 1 implementation.

SCOPE: The focus of this Broad Agency Announcement is to address the second phase. Specifically, the purpose is to identify promising advances, new and alternative methods and technologies, and innovative concepts for components; products and systems that will have the potential to significantly improve the functionality, performance and operation of the Phase 1 TWIC system; and promote expeditious integration of these improvements into the TWIC system established in Phase 1. While the Phase 1 involves purchases of standard items and services from a GSA Schedule, in this Phase 2, improvements in biometrics, smart cards, interoperability, and Public Key Infrastructure (PKI) technologies will be incorporated into the TWIC system using innovation and other technology advances. Interested offerors should refer to either of the GSA websites identified above or contact the GSA Smart Card Team at the phone number and/or e-mail address identified to obtain the most current information on Phase 1 activities.

TECHNICAL REQUIREMENTS:

Specific areas of product interest include, but are not limited to, the following:

A. **Biometrics-Interoperability**: Methods to achieve interoperability between the various (perhaps proprietary) technical solutions, such as the ability for a TWIC cardholder to migrate seamlessly across a system that may include multiple but different biometric vendor solutions, e.g. three separate facilities within the system that have each selected a different (e.g. fingerprint) vendor solution.

B. **Biometrics Device:** That provides a sub-hand-held, secure, self-contained (e.g. reader independent), off-line, verification (1:1 biometric match) of identity.

C. **Card Reader System:** That provides a small, hand-held, secure, wireless, GSC-IS compliant, PDA-like device that can provide both on-line and off-line verification (1:1 biometric match) of identity using a biometric template stored on the TWIC.

D. **Card Reader Device or System:** That provides GSC-IS compliant, multi-technology (e.g. contact ISO 7816, contact-less ISO 14443 A& B, and magnetic stripe) reader that will provide a standard interface to the backend access control system allowing for interoperability with multiple legacy access control systems, e.g. a replacement multi-technology reader that can be installed in place of the current single technology reader and provide interface to the legacy access control system for the multiple technologies that could be fielded on the standard TWIC.

E. **Smart Card Device or System:** That provides for secure interoperability between multiple contact-less technologies within one card system, such as ISO 7816 contact ICC, ISO 14443 A & B contact-less and HID, and conforms to GSC-IS and FIPS 140 standards.

White Papers must address a standardized credential that is universally recognized and accepted across the entire transportation sector; that can provide the capability for multiple levels of physical and logical access to secure or controlled areas; can be used within the local facility infrastructure; and be one that protects the personal privacy of the cardholder. The product and results must also be suitable for adoption in all modal and inter-modal transportation operations, including airports and aviation locations, highway operations, fleet and maintenance systems, high speed rail operations, transit and light rail operations, freight transportation systems, marine, ports and inter-modal systems.

WHITE PAPERS: DOT is soliciting White Papers from industry, consortia, Federal agencies (laboratories), state and local governments, and academia on their activities dealing with the topics described above. Each White Paper, <u>not to exceed five pages including appendices and backup materials</u>, must include sufficient information for the panel to evaluate against the technical evaluation criteria. The evaluation criteria are listed below.

EVALUATION CRITERIA:
1) Technical merit of the innovation for TWIC improvement,
2) Potential for the product to make significant impact in Phase 2 application,
3) Time required for developing and applying results to TWIC practice,
4) Technical background and institutional capability available to perform the project, and
5) Cost to the Government and cost-sharing contributions.

Criteria 1 thru 4 are weighted equally for evaluation purposes. Cost Sharing is not a requirement for consideration of White Papers. Although cost sharing is included as part of evaluation criteria #5, it is not as important as the other criterion for White Paper evaluation.

TECHNICAL REVIEW/EVALUATION: A technical panel will meet periodically (the intent is to meet at least once each quarter) to review the White Papers received in response to this announcement. The panel will consist of experts from modal administrations within the DOT and may include representatives from other agencies. All offerors will be advised of the panel's recommendations. Submittors of White Papers selected by the panel for further consideration will be notified and requested to provide full proposals, with possible suggestions for change in scope and detailed guidelines for preparing and submitting the proposal package. Full proposals,

after review by the panel, will be considered for further discussion on the technical scope and cost before a decision is made on award of contracts or agreements, as appropriate.

PRODUCT AND RESULTS DELIVERY AND DEMONSTRATION: Each selected project, after negotiation, should have the results completed or products demonstrated under actual or simulated operational conditions within six (6) months of award. Time extension beyond six (6) months, up to but not exceeding 12 months may be allowed, if warranted, on a project-by-project basis.

GENERAL INFORMATION: This Broad Agency Announcement can be downloaded via the Internet at: http://www.rspa.dot.gov under Procurement Opportunities or from Transportation Security Administration website at: http://www.tsa.dot.gov. In all correspondence, phone calls, e-mail messages, etc., to the RSPA Office of Contracts and Procurement, please reference BAA No. DTRS56-02-BAA-0005. Early submission of White Papers responding to this BAA is strongly encouraged. All White Papers must be submitted via overnight mail (e.g., Federal Express, UPS) to Warren D. Osterberg, Research and Special Programs Administration, ATTN: DMA-30, 400 Seventh Street SW, Room 7104, Washington, D.C., 20590. Because of continued security concerns, do not send White Papers via regular mail. Please submit ten (10) hard copies of each White Paper. NOTE: All inquiries concerning this announcement shall be directed to the RSPA Office of Contracts and Procurement, ATTN: Mr. Warren D. Osterberg, Contracting Officer, telephone: (202) 366-6942; e-mail: warren.osterberg@rspa.dot.gov.

BROAD AGENCY ANNOUNCEMENT: This FedBizOps notice, in conjunction with further announcement details available from the RSPA procurement Internet site address identified above, constitutes the Broad Agency Announcement (BAA) as contemplated by Federal Acquisition Regulation (FAR) 6.102(d)(2). A formal Request for Proposals (RFP) or other type of solicitation regarding this announcement will not be issued. **NOTHING IN THIS ANNOUNCEMENT SHOULD BE CONSTRUED AS A COMMITMENT BY DOT/RSPA TO AWARD ANY OF THE PROJECT AREAS IDENTIFIED ABOVE.** No discussions will be held between an offeror and the Government's technical staff after submission of a White Paper without the Contracting Officer's prior approval. It is DOT/RSPA's desire to encourage the widest participation, including the involvement of individuals, corporations, non-profit organizations, small and small disadvantaged businesses, educational institutions, other Federal Agencies (laboratories), state or local governments, and/or other entities.